Fact Sheet

Digitalization of Admissibility for One ID

This Fact Sheet aims to provide an overview of the features of the Digitalization of Admissibility in One ID, as a critical pillar to complement the Contactless Travel.

1. PURPOSE

- **Admissibility**: The permission granted to a person to enter a State by the public authorities of that State in accordance with its national laws.

- **Airline's responsibility**: Airlines are mandated to ensure passengers are in possession of the documents prescribed by the States of transit and destination[1].

- **Problems**: Airlines have been facing difficulties in digitalizing the check-in process due to document checks that need to be undertaken at the airport. Manual document checks prevent airlines from automating their processes, which could lead to queues and congestion at the airport.

- **Digitalization of Admissibility:** Enabling passengers to undertake the following actions digitally and in advance of travel:

  ✓ obtain directly from governments all necessary authorizations and

  ✓ demonstrate to the airline the admissibility to travel, without disclosing unnecessary personal data.

- **Purpose:** Enabling a complete advance remote check-in and arrival at the airport ''Ready to Fly''

2. VISION

- **End state:** Government issues a digital approval to travel to travelers which can be stored in their digital wallet as a Verifiable Credential (VC)[2] and can be further shared with airlines to prove that they have met the requirements to travel.

- **Interim**: different possibilities

  ✓ Government issues approval to travel to travelers in a non-digital or non-Verifiable Credential format. The travelers can create a VC as derived proof from the approval, which can be further shared with airlines

  ✓ When government does not provide any pre-approval to travelers, passengers can create VCs as derived proof from the government-issued documents, such as visa, passport, etc., and share them with airlines to prove they meet the admissibility requirements.

- **When the interactive Advance Passenger Information (iAPI) system is in place**, government informs the airlines of the traveler's admissibility via the iAPI response.

3. BENEFITS

- Improved productivity and capacity, relieving pressure on airport infrastructure by advanced and off-airport processing and cost savings from automation of manual processing

- Increased privacy and reduced cyber security risk with airlines not having to process, processing less, or not storing personal data

- Improved border, aviation, and airport infrastructure security

- Reduced improper documentation or document fraud and cost elements associated with inadmissible passengers

- Improved data quality of Advance Passenger Information (API) transmitted from airlines to governments, which could reduce penalties related to data quality.

4. IMPLEMENTATION

- IATA recommends the use of decentralized identity[3] and W3C-based Verifiable Credentials for the implementation of digitalization of admissibility.

- IATA has developed alpha specifications for the VC schema for passport, visa and the ICAO Digital Travel Authorization (DTA). The specifications are available for industry testing[4] and will be available to the public once finalized. The other technical specifications and guidance materials are underway.

- However, using W3C VC is not yet mature for travel documents. In the absence of VC, airlines could offer document upload as a partial alternative to the full digitalization of the process.

5. ADVOCACY

While airlines are making their own efforts to digitalize their document-checking process, the government's support is also essential in parallel. IATA is engaging governments on the following related to digitalization of admissibility:

- Pre-travel verification by enabling passengers to provide their information in advance and providing a single notification of approval to travel

- Collection of information directly from passengers not via airlines

- Removal or reduction of the need for airlines to check documents at the airport by removing or amending entry requirements that require physical checks of documents

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[1] ICAO Annex 9 Facilitation, Sixteenth Edition, July 2022, Standard 3.33
[2] Refer to One ID Fact Sheet 3 – Verifiable Credential

[3] Refer to One ID Fact Sheet 1 – Digital Identity
[4] As of December 2023